

WSDOT Road Construction Update for Snohomish County

Edition 10, January 20, 2006

- Cable barrier update: WSDOT engineers solve mystery of cross median collisions on I-5 near Marysville
- I-5 Everett expansion project: new Broadway exit girders are up; delays and lane closures continue
- About this e-mail

Cable barrier update: WSDOT engineers solve mystery of cross median collisions on I-5 near Marysville

WSDOT engineers believe they have found the main reason behind a string of cross median collisions that have occurred on a [10-mile stretch of I-5 near Marysville](#). Sedans bottom out in a ditch, nudge beneath the cable barrier, then lift the barrier and continue across the median. To enhance safety, crews will install a second run of cable barrier.

Eighteen cross median collisions occurred from 1999 through 2005 on I-5 in Marysville. After combing through accident and maintenance reports, engineers found that 11 of these cross median collisions involved sedans traveling in the southbound direction. All 11 of these collisions occurred where the cable median barrier was placed within five feet of the bottom of the ditch on a slope nearest the northbound lanes. When the sedans reached the bottom of the ditch, their front tires and suspension compressed, leaving their front bumpers low enough to nudge beneath the lowest cable on the barrier. Then, as momentum carried the cars up the slope, they lifted the cable median barrier up over the top of the car and continued across the median.

The roughly 10 miles of new cable barrier will cost approximately \$2.5 million and will be completed by fall 2006. WSDOT engineers are working to shorten the construction schedule and complete the work earlier. The engineers considered installing concrete barrier or guardrail, but determined that these more rigid barriers would likely increase the number and severity of crashes in this location.

Crews will also continue to install [cable median barrier](#) in numerous locations throughout the state where there is currently no barrier to help prevent crossover collisions.

I-5 Everett expansion project: new Broadway exit girders are up; delays and lane closures continue

Fighting near-record rainfall last week, ironworkers successfully set in place steel girders that will support the new, one-lane Broadway exit ramp located at exit 192 in Everett. An estimated one million pounds of steel went into the bolts, attachment plates and girders that now span northbound and southbound I-5. Crews are now building forms to hold platforms that will eventually become the driving lane of this new right-hand exit. Crews expect to open the new Broadway Avenue flyover exit June 2006. When this new exit ramp opens, the existing left-hand exit to Broadway will be temporarily closed until the HOV lanes between the Boeing Freeway (SR

526) and Everett's Marine View Drive exit are completed. The old exit will then be modified into northbound exit and southbound entrance ramps to I-5 for buses, vanpools and carpool-use only.

We thank everyone for their patience and appreciate those drivers who took alternate routes and adjusted their schedules during the previous girder setting. Your assistance reduced traffic volumes and backups significantly.

Drivers and neighbors can expect concrete girders to be set in place beginning the week of Jan. 30 along the northbound right side of I-5 as part of the new Broadway flyover. This may cause one right-hand lane of northbound I-5 to be closed. Neighbors in Everett's Lowell neighborhood will see trucks bringing in the girders and cranes into the construction lot along 4th Avenue. Crews will lift these 50 to 100-foot-long pre-cast concrete pieces into place on top of the existing support columns.

City street drivers can expect delays and single lane closures as crews work on widening bridges on Pacific and Hewitt Avenues near downtown and continue installing drainage pipe on 52nd Street in Lowell. When crews close one lane of 52nd near the Lowell Bridge under I-5, flaggers will alternate traffic between 7:30 a.m. and 3 p.m. each weekday.

How you can continue to help: plan extra time for early morning and late night commutes on I-5 and city streets near the work area.

About this e-mail

Did you receive this e-mail from someone else? Would you like to receive it from us? Simply [send us an e-mail](#).

Subscribe to other e-mail updates from WSDOT, unsubscribe or send us your feedback. [Manage your WSDOT e-mail update subscriptions](#).